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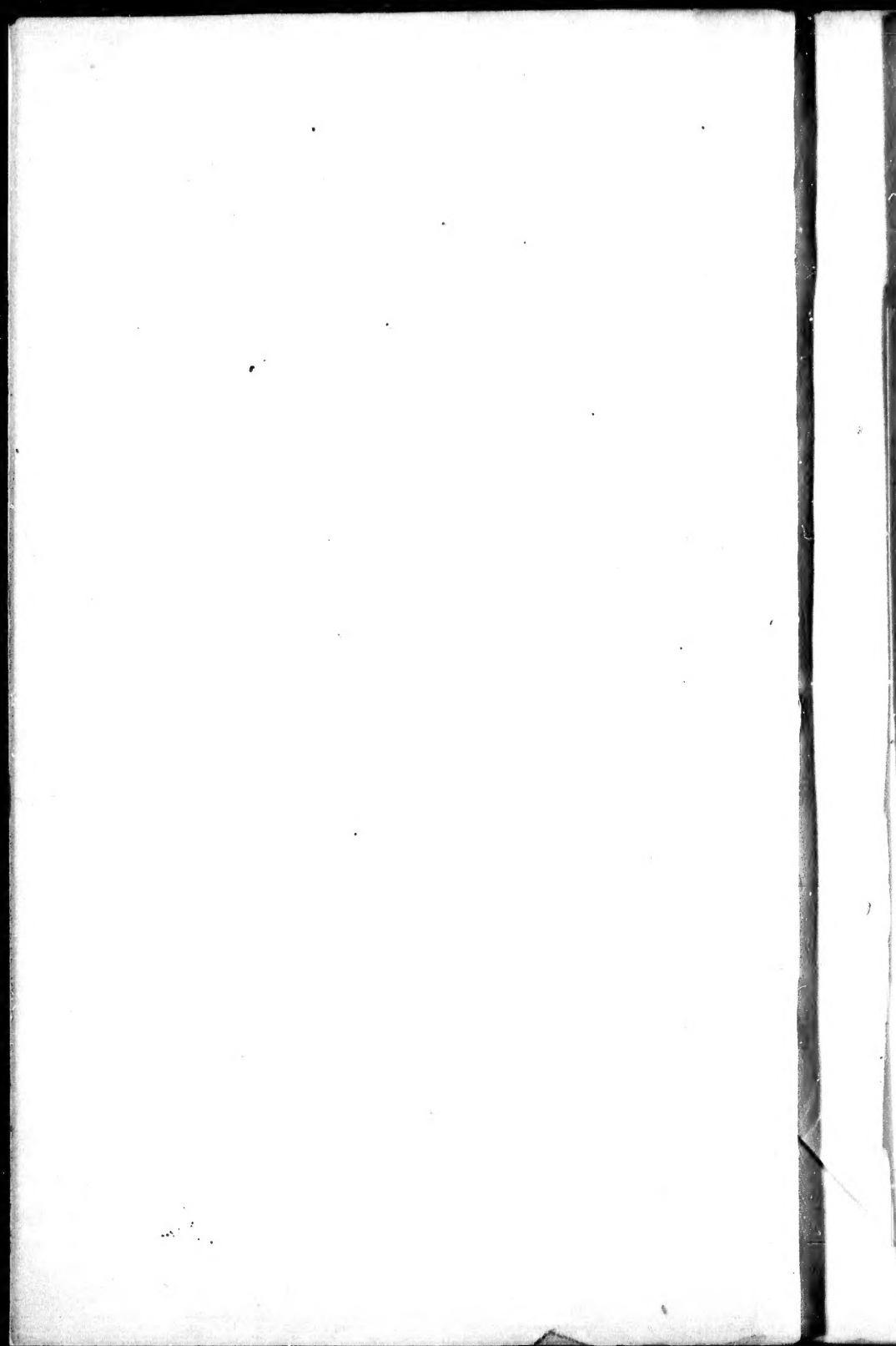
TO

EVIDENCE AND OPINIONS
ON
VALENCIA HARBOUR
AS TO ITS FITNESS
FOR A
WESTERN PACKET STATION.

SUBMITTED
TO THE RIGHT HON. LORD JOHN RUSSELL,
FIRST LORD OF THE TREASURY.

SECOND EDITION.

1847.



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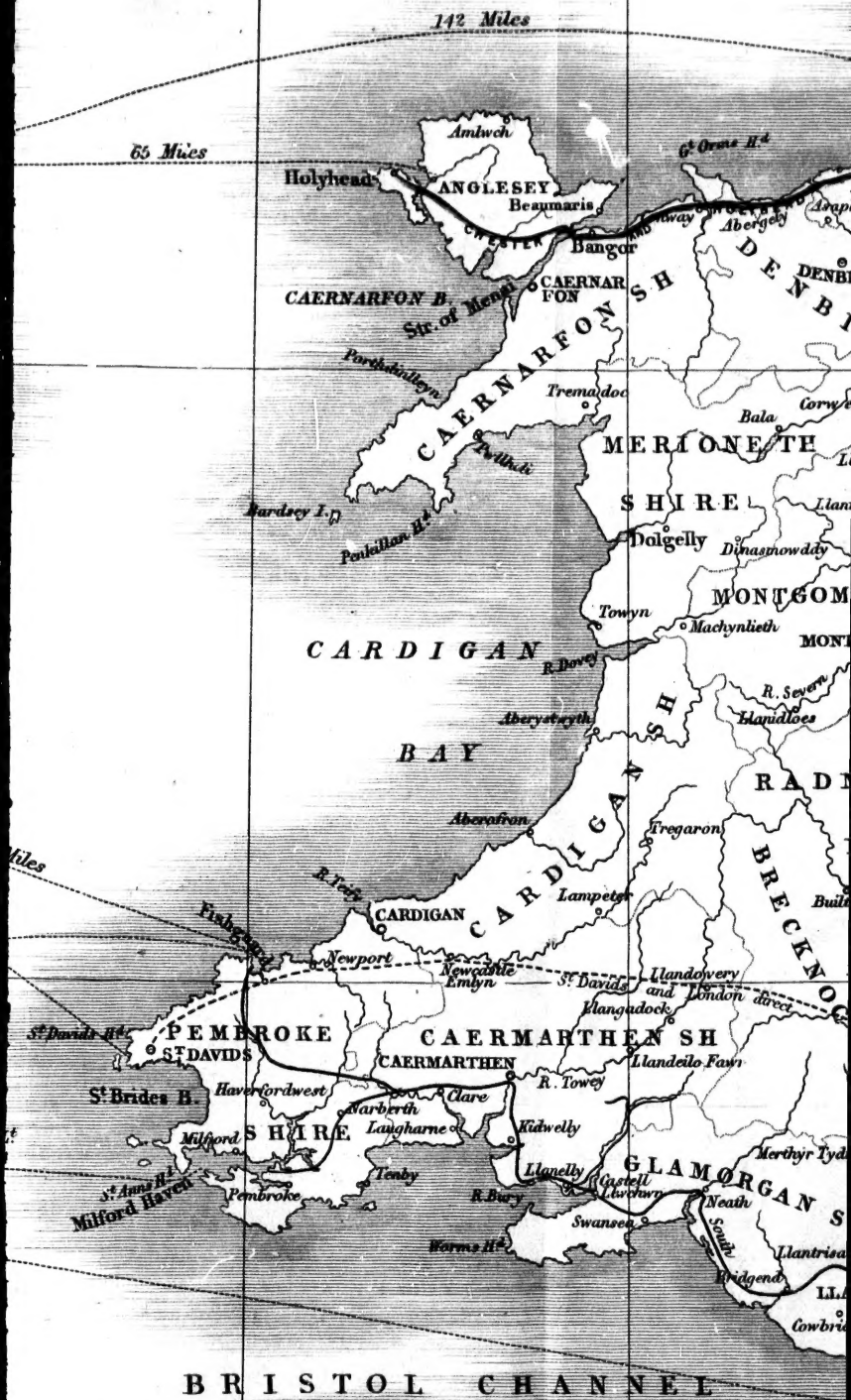


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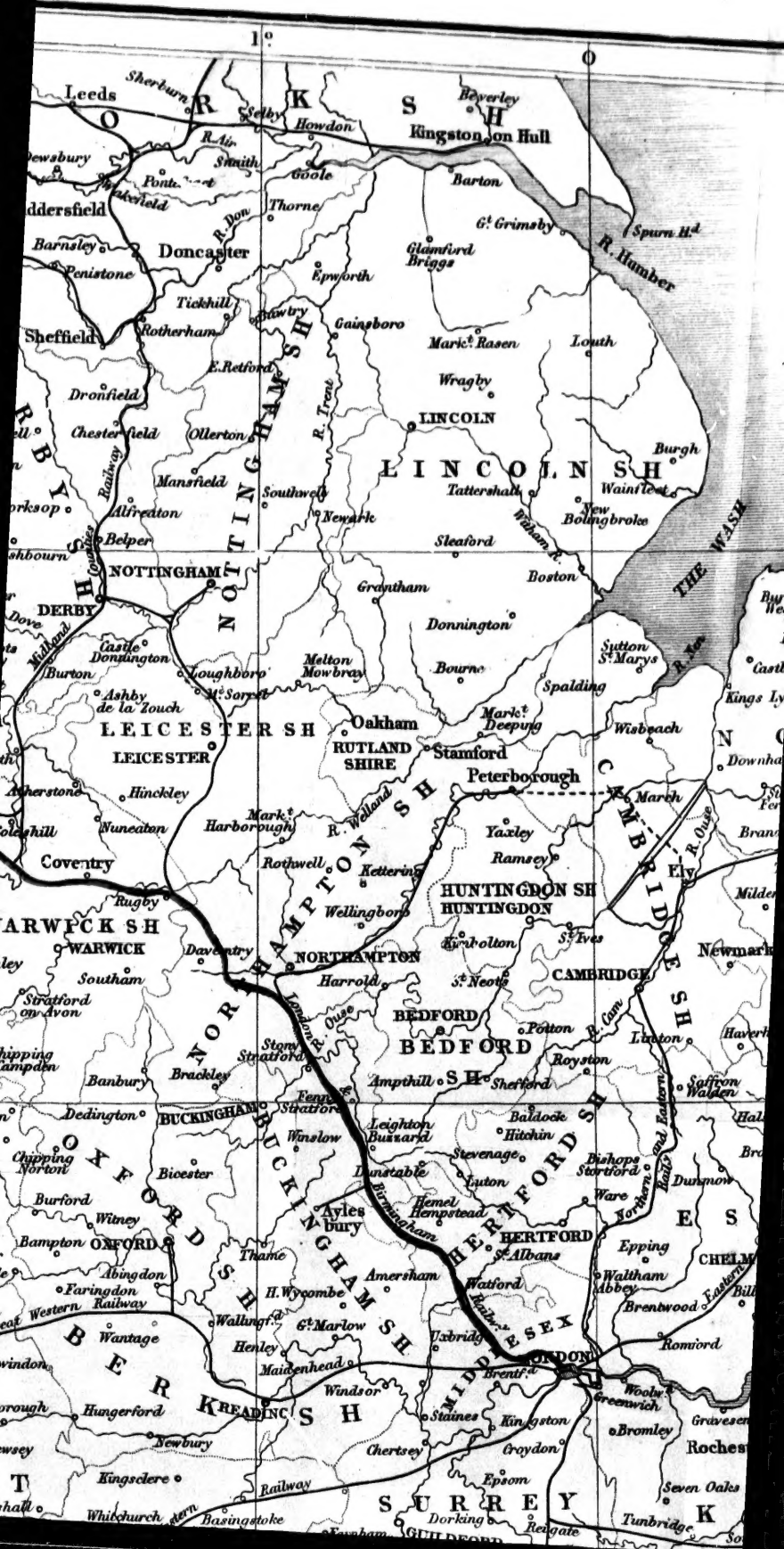
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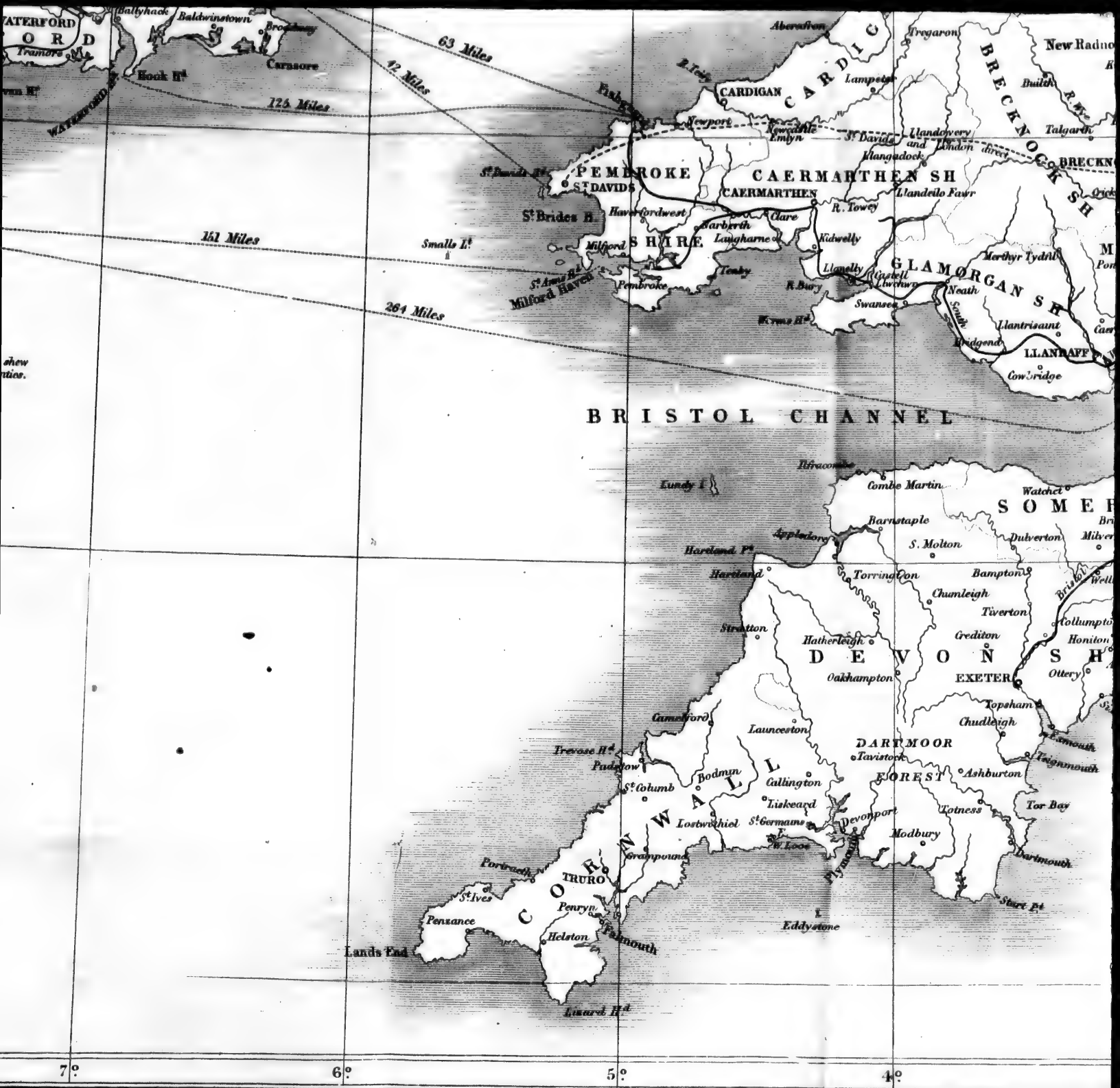


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 Shewing the position of
VALENTIA HARBOUR.
 AS AN
AMERICAN PACKET STATION
 AND ITS, CONNEXION WITH LONDON, DUBLIN &c.

*Prepared by the Solicitors of the Killarney
 and Valentia Railway Company.*

33 Old Jewry London

21st July 1847.







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EVIDENCE AND OPINIONS
ON THE
HARBOUR OF VALENCIA
(IRELAND),
AS TO ITS FITNESS FOR
A WESTERN PACKET STATION.

SUBMITTED
TO THE RIGHT HON. LORD JOHN RUSSELL,
FIRST LORD OF THE TREASURY.

COMPILED—
BY THE SOLICITORS
OF
THE WEXFORD AND VALENCIA RAILWAY COMPANY.
WITH MAP.

(SECOND EDITION.)
EFFINGHAM WILSON, ROYAL EXCHANGE,
LONDON.

1847

KING, College Hill, London.

NOTE TO THE SECOND EDITION.

"The object of all science is to arrive at a knowledge of what actually is, and the object of the science of Government, is to pursue investigation to some practical result; men are often led into error by being assailed with a variety of opinions, but it is by comparing the opinions of one with those of another, by rubbing them together as it were, by seeing which is the harder, and best stands the friction of practical utility, by which means men in office, or men out of office, can alone come to a knowledge of what is for the general interest of the whole community,—that the truth is to be separated from the numerous sophistries that surround it, and afterwards carried out to the general advantage of mankind."—*Lord Palmerston's Speech at Tiverton, July, 1847.*

The Compilers have to express their gratification at the interest felt by the public generally on the appearance of the first edition, and the very favourable opinion of the project entertained in high places,—an interest which has increased in proportion to the knowledge of the subject treated on, and accelerated in no small degree by the desire now so universally manifested, of attaining unanimity on even *one* of the many general measures suggested for the physical improvement of Ireland.

The opinion of SIR JOHN MACNEILL, with two or three others, only are added, of the many with which we have been kindly favoured, conceiving it impossible to give greater force to those high and unquestionable authorities already quoted, and being unwilling to multiply and repeat evidence on a point already so fully and minutely considered, which might rather tend to confuse than elucidate.

A direct trade with America, would form a nucleus for Manufactories, the establishment of which, would at once afford *productive employment*, develop the vast coal-fields and other mineral resources of Ireland, and materially advance its *permanent* prosperity.

LONDON, 33, Old Jewry,

October 21st, 1847.

TO THE
RIGHT HON. LORD JOHN RUSSELL,

First Lord of the Treasury, &c., &c., &c.

MY LORD,

We trust that the importance, and nationality, of the subject of the following pages, will be deemed a sufficient apology, for the unprivileged dedication to your Lordship, of the few extracts they contain; which, tho' selected almost at random, from a mass of evidence, correspondence, and reports, will, it is submitted, be found to contain a host of authoritative, impartial, and unquestionable testimony, perfectly independent of local or personal interest, in favour of the most western embarkation for our American colonies.

That principle being now, we presume, admitted as settled, and about to be brought into practical effect by railway operations, the time has arrived, for a selection of a harbour, the most westerly, and otherwise suitable for a Packet station.

Ireland is placed by nature between England and America, Is it to be used as a mere breakwater to the channel? surely its impoverishment and non-improvement, are sufficient incentives, (if any were wanting) to secure your support, to any feasible object, for the advancement of a country, for which your Lordship has recently done so much, and evinced so heart-felt a solicitude.

The question of a Packet station on the western coast of Ireland, although now forcing itself on public attention, owing to the rapid progress and speed of transit by Railways; which the French Minister of Public Works so truly said, "were assuredly, next to the invention of printing, the most powerful instrument of civilization, that the ingenuity of man has ever

devised"; yet your Lordship will observe, it has been a favorite topic in America, and on the Continent of Europe, as well as anxiously looked forward to in this Kingdom, for nearly half a century past.

The conveyance of the Mails from London to America, *in a week*, is no longer to be considered as the illusive dream of utopian geographers, but the consummation of a great result in mechanical science; the accomplishment of which, practically, is reserved for your Lordship, as the head of Her Majesty's Government.

Valencia harbour is $5\frac{1}{2}$ degrees west of Falmouth,* saving an immense amount of dangerous and difficult navigation, and only one degree of westing, gave the latter the preference over Plymouth.

It is not for us to offer any opinion, on the respective merits and demerits of the western harbours of Ireland; that, we consider, to be ably and conclusively answered, by the highest authorities in the land, in the different Naval, Military, and Civil departments, most competent to form a correct judgment on the matter. With such evidence, and a direct line of Railway from Dublin to Valencia, (an important "*element*" in the selection of a Harbour), aided by your Lordship's powerful advocacy and support, so often and so generously given to the cause of Ireland, we cannot for a moment doubt, that, that unhappy, and neglected Country, will very soon obtain (as of right) those advantages, to which nature, and her geographical position entitle her; that of having the most *accessible, safest, and best* Port on her western shores, made, the final point of departure for our American Colonies.

Her provinces are poor,—and her people unemployed,—both would be relieved, by making Ireland, the medium of transit, between Europe and America,—thus bringing the tide of intercourse through her impoverished districts,—it

* "The Mail landed at "Valencia" would be in London, before the Falmouth Steamer could reach its port", pa. 19, Mr. Walker's 2nd report."

would open new channels of trade, and flow off in streams of industry, and commerce,—till it covered the land,—and became a vast fertilizing source of national wealth; forming the “Highway of Nations”, to carry up through the heart of the Kingdom, the productions of the new World, and with its returning current, the manufactures of the old; thereby stimulating employment and enterprise, and promoting in a high degree, the advancement of the British Empire, and the industrial prosperity of Ireland.

Having full confidence, that the question will receive from your Lordship, and every department of Her Majesty’s Government interested in the decision, that deliberate and impartial investigation, which its vast magnitude, and importance, so imperatively demands.

We have the honor to remain,

My Lord, Your Lordship’s,

Most obedient, faithful, and devoted Servants,

WILKINSON, SYMONS, & WEST.

33, *Old Jewry, London,*

July 21st, 1847.

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ADMIRALTY.

MR. WALKER'S REPORT
ON THE
WEXFORD AND VALENCIA RAILWAY,
AND
VALENCIA HARBOUR.

23, GREAT GEORGE STREET, WESTMINSTER,
15th May, 1846.

SIR,

As the Wexford and Valencia Railway Company, have abandoned for the present Session, the portion of their proposed Railway east of Killarney, my survey was confined to the portion of the Line, between Killarney and the Harbour of Valencia. Although the Harbour was my principal object, I considered a general inspection of the proposed Railway line expedient, for the purpose of ascertaining the difficulty or facility of Railway approach to the Harbour, as upon this its general utility must partly depend. My Railway observations, for the information of the Lords of the Admiralty, may, however, be short and general.

Starting from Valencia, the Line passes through, or near, the towns of Cahirciveen and Killorglin.

Railway
between Va-
lencia and
Killarney.

There seems little in either of these intermediate places, to encourage a Railway speculation, and the country between them, except near Killarney, is thinly peopled and poor. For nearly half the distance towards

the west, there are continuous ranges of mountains, apparently without interruption. To open a communication by Railway through such a country, must, however, be of vast consequence to the district itself, and be considered as a public good. The formation of a Railway, must, however, as a matter of speculation, be contingent upon the Harbour, which is the great attraction; for a Railway between Killarney and Cahirciveen, three miles from Valencia, would even in the height of the Railway mania, be out of the question. Valencia Harbour thus claims an argument in its favour, as being instrumental towards the opening, and cultivating, a large district of the country, through which the Railway is proposed to pass.

It is, in this respect, in much the same position as Porthdynllaen in Wales; as to which, I said, in my Report on the "Communication with Ireland," that unless a post-office route from London to the Coast, and to Ireland, were made by way of Porthdynllaen, it would probably be long, before the interior of North Wales would have the advantage of Railway communication.

As respects the engineering features of the Railway, the six or seven miles which are to be made upon the face of the cliff fronting Dingle Bay, will be difficult and expensive. The other portions are generally favourable, and, excepting where they are moss, will not be expensive in the formation.

The heaviest work, besides that already referred to, is between Cahirciveen and Dingle Bay, in which is a tunnel* nearly three-quarters of a mile long; in this length is also the steepest gradient, viz., 1 in 80, for a length of two miles. The curves are good, the smallest radius being 50 chains, and this for a short distance only.

* No Tunnel required by the last plans deposited, for which Act obtained, Session 1847.

Bray Head,* the western end of the Island of Valencia, Valencia, which is also the extreme south end of Dingle Bay, is in $51^{\circ} 53''$ N. latitude, and $10^{\circ} 25''$ W. longitude. It is the nearest point of Ireland, and of Europe, to the Continent of America, excepting Dunmore Head, which forms the northern point of Dingle Bay, is about two miles farther west; by compass, again, Bray Head is four miles west of Dunmore Head.

The two Skelligs, one of which is lighted by the Dublin Ballast Board, lie south-west of Valencia, eight miles distant, forming conspicuous day and night marks.

The length of the Island of Valencia, which lies nearly east and west (magnetic), is six nautical miles; its greatest width is two miles.

The level of the ground near the eastern end of the Island, and also of the main land opposite, between which the best part of the Harbour lies, is low, and rises gradually towards the west end, where the height is several hundred feet.

From Dunmore Head eastwards, the country which bounds Dingle Bay, is mountainous, sheltering the Bay in northerly winds.

The Island of Valencia is entirely insulated from the main land, by the *channel* which surrounds it. This channel forms the *Harbour* of Valencia. The harbour is *seven* miles in length, and averages nearly half a mile in width, at low water; $5\frac{1}{2}$ miles being on the south side, and $1\frac{1}{2}$ mile on the north side of the Island. The north entrance points nearly north and south (magnetic). The width, with not less than four fathoms at low water, is about 200 yards, 100 yards in the middle of which, has six fathoms; and before approaching this *narrow* or

General description of Valencia.

* The details of measurements in this Report, are taken chiefly from the excellent survey made in 1831, by the late Mr. Nimmo, Civil Engineer, and since published by the Admiralty.

throat, is a clean small bay, $1\frac{1}{2}$ mile wide, by 1 mile deep, bounded by Douglas Head on the east, and Reenadroolans Point on the west. Both these are bold, well marked rocks. The entrance is, besides, well defined by an excellent light erected upon a rock (Cromwell's Fort), which forms the projecting point into the entrance. This light was established about five years since, and is maintained by the Ballast Board of Dublin.

Although all winds that have *nothing* in them, are fair winds into the Harbour by this entrance, its north-westerly exposure, and the direction of the rocks that lie to the westward, raise so much sea with broken water and spray, with a North-West wind, as to make the entrance occasionally difficult without a pilot. The *Light House* as a day object, and the light during the night, has greatly lessened this evil; but it must still be considered a disadvantage in entering, and still more in attempting to leave. The entrance also is narrow for beating out in such a wind, or for beating in with a South-East, which is a smooth water wind. Notwithstanding this, one of the most experienced Pilots* and boatmen upon the island, stated to me, that he never knew so heavy a gale, that he could not take a ship in, even with a W.N.W. or N.W. wind, which, though the worst for raising seas, are fair winds into the Harbour; that before the light was erected, when the breakers were high, and seemed to fill the whole entrance, persons not acquainted with the marks, were apt to mistake Lough Kay for the entrance, but that the light has greatly removed this danger. Also, that there is no difficulty in taking a large Steamer out with any wind, and the heaviest sea, whenever it is safe for her to be at sea. And his evidence was supported by another Pilot,

* There are no licensed Pilots.

who said that the Fishing-boats can come in, in safety, in the worst weather.

I do not mean to vouch for the literal correctness of these statements respecting the perfect safety of the northern entrance. There are perhaps exceptions in particular storms and winds, but in such cases, any imperfections that exist in the north entrance, appear to be supplied by the western entrance, which points directly east, or eight points (90°) from the bearing of northern entrance, and might therefore, as respects direction, be used, whenever the northern entrance is difficult. A light would improve it; but the Bray Head, close under which is the entrance, forms an excellent landing mark into it, and vessels are safe after passing Reencarragh point, which is close under the entrance. I do not add Lough Kay, which lies north of Beg Innes, and has been named for a second northern entrance, because it is inferior, in point of safety and cleanness, to the north entrance already described. Being a mile in width, however, with plenty of water for a considerable length, it may be worth while to remove such of the rocks as are most in the way, so that ships may run into it, should an extreme case occur.

The best anchorage is towards the upper or East end of Valencia Harbour, where vessels may lie in perfect security from winds and seas, in three to six fathoms water. The holding ground is said to be good, but the Harbour is so land-locked, that this is a matter of little importance. The part of the Harbour having the above depth of water, is two to three miles in length, the width varying from a quarter to half a mile; the area therefore, about 600 acres, upwards of one square mile. There is also the southern arm, two miles in length by half a mile wide, (another 600 acres), over which the depth is only from one and a quarter to one and a half fathom

Anchorage
and en-
trances.

at low water spring tides, or three or four fathoms at high water. The bottom of this part is at present very soft mossy mud, for at least three yards deep; so that almost the sharpest vessel, might, I think, take the ground without damage.

The two entrances, with one of which, every wind is a fair wind to enter or to go, is an advantage almost peculiar to Valencia,—I say *almost*, because Berehaven in Bantry Bay, has also two entrances. In Valencia, as in Berehaven, each island forms an immense breakwater to its respective Harbour. Berehaven is 15 miles east of the north head land of Bantry Bay, and 20 miles east of Valencia, both disadvantageous going to the westward, considering that the prevalent winds are westerly. By the soundings, it appears that Berehaven has more water than Valencia.

I have appended a paper which I received from the Knight of Kerry, when on my survey. It refers to matters not referred to by me, but interesting in the consideration of Valencia, and which, therefore, I think it right to communicate, leaving their Lordships to give it such weight, as they may consider it entitled to.

Rocks in
Harbour.

Inside the north entrance is a rock, called the "Harbour Rock," dry before half ebb. From its position, and being well beacons by the Ballast Board, it is considered not to be in the way, or at all dangerous. Another small rock, called "Clack or Vallig," with four feet upon it at low water, is on the north side, a little outside, but nearly in the throat of the entrance. In the south passage, there is a rock in the centre of the channel, about half a mile to the west of Port Magee. The materials for beaconing this rock are at Port Magee, but have not been fixed, which is to be lamented, as it is much in the way of navigation. The cause which was assigned, but which I thought very insufficient, was; that the rock was expected to be blasted away.

A convenient pier, and a landing slip, have been built Piers.
at "Foot Point," the Easternmost point for shipping the
slate of the Island, and a corresponding Ferry slip at
Reenard Point, upon the main land.

The lift of an average spring tide, is twelve to thirteen Tides
feet, that of a neap tide, six to seven feet. The greatest
run of tide through the Harbour, is one to one and a half
knots per hour; at the entrances the run is double this.

Such is the Harbour of Valencia in its natural state,
and with the few artificial aids it has had. The latter
consists of the Lighthouse, which is excellent; the Bea-
con upon the Harbour Rock at the north entrance; the
materials intended for beaconing the Rock, in the South
Harbour; the Ferry Piers; and a Pier lately built at
Port Magee, for the fishing-boats. These, it must be
allowed, are small, and they go to prove, how great the
natural advantages are, when so little has been required,
to make the Harbour so useful as it has often been for
wind-bound vessels, and occasionally for Her Majesty's
Steam packets.

The description of the general position of Valencia, General
remarks.
in respect of its fitness for a military or naval station,
for the defences of the country, and for the despatch of
troops, is not my department; and were I competent to
the task, it would be superfluous; as for the last half-
century, it has, as you are aware, been the topic in
which the most eminent Statesmen, including Mr. Pitt,
and the most distinguished military men, including the
Duke of Wellington, have taken great interest, and on
which much has been said and written by others, as
well as by the present Knight of Kerry, whose name
and character as a public man, are well known, and
whose ownership of a considerable portion of the Is-
land, might give great facility in case of a Government
Packet, or other station, being thought expedient.

It certainly does seem astonishing, when one reads the delays of weeks and months, that took place, during the last French war, before troops and cargoes requiring the greatest despatch, got as far west as *Valencia*, against the prevailing winds, that the Island and the Harbour should not then have been selected for National purposes. The length of road to *Valencia*, through a barren and mountainous country, was, no doubt, one of the reasons. When it is now stated, and correctly stated, that the application of steam to shipping, has materially reduced the importance of the advanced position of *Valencia*, as, except in extreme cases, Steamers can generally make the passage, even against a head wind, in much fewer days, than formerly required weeks; it is also to be kept in mind, that Railways have reduced the time occupied in land travelling in (on the average) as great a proportion: so that if great dispatch were an object, the *proportional* advantage gained by lengthening the land distance, and shortening the water distance, would be at least equal to what it ever was.

Valencia is stated in the paper annexed, to be thirty-seven miles nearer to *Halifax*, the nearest American port, than *Bantry* is; forty-eight miles nearer than *Tarbert* upon the *Shannon*, and sixty-two miles nearer than *Galway*.

Leaving these general topics, however, in other and abler hands, it must be allowed, that having 1200 acres of Harbour room in this advanced position, completely sheltered by the great breakwater of *Valencia Island*, and by the other ground that surrounds the Harbour, with depth at low water over half the area for the largest ship, and the facility of two entrances, although neither singly is perfect, is a matter of National value; particularly in case of a Continental war, when a Har-

bour well clear of the Channel, and of the French coast,* may be of much greater importance than the difference of distance.

The only loss I heard of, as connected with the Harbour, from those who had longest known it, was that of a vessel of fifty tons attempting to enter the Harbour. This took place last October. The crew did not, it is said, know the entrance, and went into Lough Kay in mistake, where the vessel struck upon a rock. The hands were saved. Another case, of a vessel said to have lost her *rudder*, having been wrecked, with the loss of all hands, upon the rocks between Bray Head and the entrance, cannot be fairly charged to the Harbour.

Wrecks.

The natural imperfections of the Harbour are then, the north entrance being narrow, and exposed to the north-west seas, to the extent I have stated. This cannot be altered; but if the western entrance be lighted and marked, it may be taken, when the north entrance is difficult. The shallowness of the south entrance, as a passage outwards, or for getting up to the east end of the Harbour, at all times of tide through the south entrance, is an imperfection which would require to be removed, to constitute a perfect Harbour for a Packet station. To do this, so as to give eighteen feet at low water of spring tides for 100 yards in width, might cost £40,000 or £50,000 if done at once; but I think, that if the harder ground which, is towards the lower or west end, were dredged out; the paddles of Steam-vessels using the Harbour, would, with the aid of the tide, assist materially in carrying off the loose mud of which the bottom is composed; therefore the shallow part of the south passage, particularly where the bottom is hard, should be deepened at first, to fit the Harbour for a Packet station.

Imperfections and removal.

* Valentia is 51° W. of Brest.

Another imperfection is the rock in the south channel, and the other rock, (the Clack or Vallig) at the north entrance. Both of these should be removed, and some of the projecting point of rock rounded off.

A light should be fixed upon one of the rocks at the south entrance. To ensure safety, both sides of the Channel, particularly the south Channel, should be marked by buoys; the wonder is that those immediately interested in the Harbour, should not have done this long since.

The imperishable nature, and excellent quality of the Valencia Slate, are well known. Should Wharves, Docks, Warehouses, or other erections for public purposes, be required, the principal building material is excellent and abundant. Coal, iron, and oak timber, must be brought by sea. As the Harbour is tranquil, and sufficiently deep at low water, a wet dock would, I think, be unnecessary, but wharfage out to deep water, would be required. The low ground is convenient for repairing Docks, or slips, and the *debris* of the slate quarry, would be applicable for backing the walls, raising the grounds, &c. It is to be had in great quantity, and might be brought down at very little expense.

It is almost unnecessary to add, after this detail, that in an Engineering view, my opinion of Valencia Harbour, and of its capabilities for an American Packet station, and for a Harbour of Refuge, is very favourable, and that I consider it; and therefore the project of a Railway leading to it, very deserving public support and encouragement.

I have the honor to be,

SIR,

Your most obedient Servant,

Js. WALKER.

THE SECRETARY OF THE ADMIRALTY.

COPY OF A PAPER

RECEIVED FROM THE

RIGHT HON. THE KNIGHT OF KERRY,

ALLUDED TO IN THE FOREGOING REPORT.

A prejudice in favour of Bantry as a Packet station, has arisen from its use during the late war, as an occasional rendezvous for shipping; the purpose then was to watch the Channel, and to cruise off the coast of France, and for this purpose, Bantry seems more suitably placed than our more westerly harbours; it would be a blunder to treat such considerations, as recommending Bantry, for a point of departure to the westward.

From Bantry there is a coasting of thirty-seven miles before clearing the "Bull, Cow, and Calf," and this of the most dangerous character; on an iron-bound coast, and for nine months in the year exposed to the full force of the Atlantic, borne before the prevailing south-westerly wind. The most violent current on the southern coast of Ireland, sets in between Dursey Island and Sheep's Head, into Bantry Bay. It is well known as Rennell's Current. We may confidently appeal to all experienced masters of vessels, whether on an outward course for America, anything can be more desirable, than to escape the southern coast of Ireland, its lee shores, and currents.

Bantry being no harbour, would require great expenditure of public money to make one, leaving it always deeply embayed, and embarrassed by currents and prevailing winds. The neighbourhood of Bantry is also known to be peculiarly subject to fogs. If, to the establishment of a Packet station, there be added, views for

the defence of the western coast of Ireland, the adoption of Bantry would mischievously mar those purposes of defence. The policy of invading Ireland on its western face, being established by geography, is confirmed by the free discussions of Napoleon Buonaparte, after his deposition. His views were, that the lower Shannon was the proper point for invasion. It is obvious, that vessels leaving Bantry for the Shannon, or any Western Harbour, will have a violent struggle in working thirty-seven miles windward, in the very teeth of winds and currents; whereas, by a departure from a strictly western or windward position, the same prevailing wind will facilitate egress from the probable points of invasion.

The general adoption of steam, and the avowed energy with which France proposes to use it for hostile purposes, in the Channel, (with the rapid scientific improvements in its application), forcibly suggest the importance, of placing our lines of periodical Packet intercourse, as much as possible out of reach of such dangers, and would recommend with that view, a perfectly western departure, if in other respects advantageous; the further from French harbours the better. It is clear, that vessels leaving Bantry, must make a considerable southing to avoid the lee-shores north and west of them, and thereby increase the dangers *after leaving port*, while Bantry Bay, in common with all the southern harbours of our countries, is much exposed to French cruisers, or armaments. The increasing dangers and difficulties are thrown in the way of an enemy, by a departure from a windward and strictly western position. The inference would seem to be, that measures for the defence of the western coast of Ireland, should be taken in itself, and have no reference to southern positions. The experience of the great Steamers on the western coast, during the last two winters, confirms this principle. The great

wear and tear of vessels, and the waste of fuel, in passing from Cork to the Skelligs, (where the western course may be said to begin), prove the disadvantage of making a south-eastern or southern harbour, the head-quarters of a Squadron watching the west of Ireland.

The great importance of relieving the naval defences of the western coast of Ireland, from all reference to a South-Eastern Harbour as a *depôt*, may be measured by the distance from Cork to the several stations. From Cork to Valencia is 140 miles, to Ventry 150, to the Shannon about 200, and to Galway 300, all of the worst and most dangerous coast. The wear and tear, and loss of fuel, would be serious, and in hostile operations, the loss of time, would be still more serious.

It is now avowedly understood, that certain parties in Ireland look for aid to America, where they have abundance of sympathizers. What prudence would at all times recommend, now becomes pressingly necessary; intercourse from the United States must be watched, and the question then becomes, from what point can it best be watched.

In selecting a Harbour, for the double purpose of a Packet Station, and watching the western coast of Ireland, it would clearly be desirable, to combine, as far as possible, all those distinct merits—to be the nearest to America, with the greatest notoriety and facility for access, with the least exposure to lee-shores and currents,—to possess perfect facility for internal communication with the centre of Ireland, and the Capital, by Railway—to be as much to windward as possible, for commanding the various bays and estuaries on the western coast—to afford the safest anchorage for vessels, with a secure and healthful position, as a *depôt* for troops and military stores; and to be capable of being rendered perfectly impregnable, against external or internal attack.

It is asserted that Valencia possesses all these merits. Compared with Bantry, Valencia is thirty-seven miles nearer to Halifax, making seventy-four out and home; and on the weekly passage to America, over 5848 miles of the most dangerous navigation, which our coast can produce. From Valencia you are at sea in ten minutes, and there are no currents or lee-shores; fogs are hardly known at Valencia. Valencia is easily accessible by Railway, being several miles nearer to Dublin than Bantry, with levels of the most favourable kind. Nothing could exceed the facilities afforded by Valencia, for docks and public works. The quarries there, have been worked for a quarter of a century, and the stone and rubbish of them, amount to a mass of seven acres surface, at an average depth of ten feet. The stones are the finest possible for piers or quays, and are of an indestructible character. The tranquillity of the water is such, that any number of Vessels of the first class, could moor there in perfect safety. The Harbour of Valencia could, at a very cheap rate, be rendered perfectly unassailable. Oliver Cromwell so considered it; he built forts at each entrance, and made it a station for Frigates and Troops. He employed it, as the most convenient outlet for watching the western coast of Ireland, and by its windward position, it is calculated peculiarly for such purpose. Valencia is immediately on the Ocean, and a vessel can adopt either tack, on quitting the Harbour. It is now decidedly known, that vessels crossing the Atlantic, prefer the latitude of the Great Skellig, both on their departure and return. Captain Hoskins, in the "Great Britain," passed within two miles of Valencia, on the 13th of September last, but gave Bantry a "wide berth," as they could barely distinguish his smoke, from the hills near Berehaven.

It is impossible that the approach to any harbour, could be better marked, than that to Valencia. The Great Skellig is one of the most unmistakeable objects in the Ocean; it rises like a sugar-loaf above 700 feet, in 34 fathoms water. Its remarkable double lighthouses lead to the harbour-light of Valencia, placed on the verge of the Ocean itself. Any approach to the western coast of Ireland, could be quickly descried from the Skelligs; and it is worthy of consideration, in what space of time, by the Electric Telegraph, the intelligence could be conveyed to London. Valencia being six degrees west of Brest, and immediately on the Ocean, gives it great advantages over the French Ocean-ports. It is also west of Cape Finisterre, and therefore, of every Spanish and Portuguese harbour.

The anchorage in Valencia, is perhaps, the finest in the world; and from the nature of each entrance, the harbour may be rendered easily and cheaply secure from all attacks, either by sea or by land; neither would the harbour require any expenditure of public money, save the blasting of some rocks, which may be done for a few hundreds of pounds; the effect of which would be, to increase the north or principal entrance, by one half, and thus obviate the particular objection to Valencia. The S.W. and E.S.E. winds, which are prevailing winds on our coasts, are leading winds out of Valencia.

To Steamers there can be no difficulty, under any circumstances, of entering or leaving the Harbour; H. M. Brig Lynx, repeatedly worked in against wind, and sailed through the Harbour, during the last winter. With all these merits Valencia would seem, at least, to stand on an equal footing with Bantry, and it would seem an extraordinary preference, in adopting Bantry, to embarrass an establishment, with 5,848 miles of dangerous coast navigation in the year, involving serious con-

siderations, as to loss of fuel, time, and great wear and tear of Vessels, &c., &c.

In another point of view, place yourself at Dublin, and you find that Bantry might be on the line to Madeira, but not at all on the line to New York ; whereas, as one of the greatest of modern Geographers has remarked, "if you describe an arc of the globe, from Dublin to New York, it will pass over Valencia" ;—thus geometrically proving it the shortest possible line. A line from Dublin to Bantry would be a line *along* Ireland, on the way to the Bay of Biscay, and not across Ireland, on the way to Halifax.

With respect to the other western harbours, as Galway or Tarbert, it would be preposterous to compare them to Valencia, for the purposes enumerated. To release a vessel stationed at Tarbert, from the Shannon, requires a navigation of twenty-five miles, before clearing "Loop-head," and the navigation of the Lower Shannon, is of a peculiarly dangerous description. The anchorage at Tarbert is of a most uncomfortable nature, from the rapid current, called the "Race of Tarbert," within which, large vessels frequenting that port must lie. Any works to remedy these evils, would, according to the judgment of the most experienced persons, be quickly filled up. Tarbert may form a suitable military position, for interior purposes, but never can form an outlet for departure for the west, and for watching the western coast of Ireland.

Valencia is 90 miles windward of Tarbert, and 140 miles windward of Galway,—both of the most dangerous description of coast navigation.

The distances from Halifax to Valencia . . 2400 miles

"	"	Bantry . .	2437	"
"	"	Tarbert . .	2448	"
"	"	Galway . .	2462	"
"	"	Falmouth . .	2642	"

*Remarks appended by Mr. Walker, at foot of
his Report to the Loan Commissioners, on the Great
Southern and Western (Irish) Railway.*

"Another still more national consideration, appears to me, to be connected with this Railway, to render it deserving of public consideration. I refer to it as a probable connecting link, for the Mails and passengers, between this country and America, as well as to the South of Europe."

Communi-
cation with
America.

I was employed by Sir Robert Peel's Government in 1843, and reported at considerable length, on the communication between London and Dublin, and on another occasion for the Admiralty, on the subject of Valencia as a Harbour, with a Railway to Killarney. On this last occasion I gave a favorable opinion of Valencia, both as being the best position for a Packet Harbour, being nearly the westernmost point of Europe, and the very nearest point to North America, and as having internal advantages and capabilities for forming a good Harbour. I beg to refer to my Report on this subject*, and also to my Report on the 'Communication with Ireland,' which was printed by order of The House of Commons.

I consider that the formation of a Railway from Dublin to Valencia, would give that route an advantage over Harbours more to the eastward, for American mails.

* Report of 15th May, 1846; on "The Wexford and Valencia Railway and Valencia Harbour."

The increased speed of Railways, and also of Steam Packets, has added to the importance of what I said in 1843. Then I stated the journey between the Post-Offices of London and Dublin, at 14 hours. If this be now taken at 13 hours, and if the 220* miles between Dublin and Valencia, be done at 35 miles per hour, or in six hours; the time from landing the mails at Valencia, to their reaching the Post-office in London, would be nineteen hours. 120 to 130 miles of this, (Dublin to Mallow,) or near thereto, would be upon the Great Southern and Western Line; from thence, the route would be by the proposed Lines through Killarney to Valencia. To use the whole length of the Great Southern and Western Railway, that is, to go as far as Cork, which I was informed some of the directors contemplate, would entail from 80 to 100 miles more of sea passage than Valencia; so that independent of contingencies, arising from short fuel, contrary winds, &c., all of them important considerations, the mail by the Valencia route, would be within four hours of London, before the Cork bound packet would be in Cork Harbour. Still the 130 miles upon the Irish South Western, gives a public importance to that Railway, which deserves consideration. If the Great Southern and Western Railway Company, could be induced to extend their concern, or even to give their powerful aid to any other Company, so as to secure Railway Communication to Valencia, they would, in my opinion, be still more deserving of public assistance. They have I was informed, power to subscribe to a Line to Killarney, which is half the length.

* I travelled the 56 miles of the "South Western" (Dublin to Carlow) at 50 miles per hour.

I think the South-west of Ireland is likely to be ultimately preferred, to any part in the British Channel, for the Western packets; Falmouth, the most westerly harbour, is 175 miles more of water; so that the mail landed at Valencia, would be in London, before the Falmouth steamer could reach its port, independent of the contingencies I have named, which for a Packet arriving off the coast, with a short stock of coals and an easterly wind, or starting with the prevailing westerly winds, are serious considerations, that may lengthen the time much beyond what I have stated. My opinion on this of communication with America, had the decided support of Admiral Beaufort, to whom I have on this occasion again named the subject; and his general authority is the more important, as he has given it his attentive consideration for many years.

These general remarks, have been extended beyond what was my intention, when I began to make them, and beyond what I have on similar occasions been in the habit of making; because, without reference to the source from which the means of proceeding are to come, I do not remember a case, on which, in a public sense, it would be more, or even so important, that the work should proceed actively and without delay.

I have the honor to be,

Sir,

Your obedient Servant,

Js. WALKER.

Great George-street, Westminster,

13 May 1847.

J. S. Brickwood, Esq.,

Secretary to the Commissioners for

Loans to Public Works.

WESTERN HARBOURS OF IRELAND.

The following is extracted from Evidence given before the "Commissioners of Revenue Inquiry," relative to the question of a Packet Harbour on the South West Coast of Ireland.

Ordered by the House of Commons, August 11, 1834.

Major General Sir Howard Douglas, Bart., Governor of New Brunswick, North America, examined :—

"I should think the point of departure should be the westernmost part of the United Kingdom; for, notwithstanding the improvements daily effecting in steam machinery, with a view to diminish the consumption of fuel, and so to increase space for freight and passengers, it is of the first importance, that the voyage from land to land, be made the shortest possible. Steam vessels starting from Liverpool or Bristol, for America, and returning, would call at the western port, and there take up what may offer, and likewise replenish their stores of coal. For these reasons it appears to me, that the Harbour of Valencia, would be an important point for departure and arrival. The subject has excited intense interest in America, and is looked to with very great solicitude in all the provinces. The starting point being Valencia, shortens the voyage so much, that I should say, it is obvious there would be great advantages in every respect, in establishing that Port, as the point of arrival and departure for the Atlantic voyage."

The Right Honorable Maurice Fitzgerald, Knight of Kerry, examined :—

"The Americans entered into the subject (Steam communication between New York and Valencia,) with avidity. They held out expectations of our co-operation and support at New York, and almost every American with whom I

conversed, (and they are the majority of the persons who cross the Ocean), expressed their wishes to avail themselves of such a passage, considering, that the greater part of the delay, and almost all the danger of the passage, was, between the west of Ireland and Liverpool."

"I laid some statements before the heads of the different departments at home, which obtained their attention to the subject. His Royal Highness the Duke of York acknowledged his sense of the great benefits that would be derived to the military communication, from such an establishment, and his disposition to promote it. The Duke of Wellington was at the head of the Ordnance. His Grace took the subject into consideration, and expressed his conviction of the great public utility of such an Establishment, if it could be formed. I referred the subject to several other Cabinet Ministers, Lord Liverpool, Lord Harrowby, Mr. Canning, and Mr. Peel, who all concurred in the public advantages likely to arise from such a communication as was proposed. Lord Liverpool said to Mr. Macgillivray and myself, that, "sooner or later, that Western Harbour, (Valencia) *must* be the point of departure."

"I consider, that by a due selection of the best western Harbour, you will command the commercial correspondence of the Continent of Europe. At present there are various lines of communication, especially from Havre, and another from Bordeaux; but if you create a Steam navigation, which, for passengers or for letters, must be the most rapid; then it will attract to it, all the Continental correspondence of Europe, with America, as well as, all your own domestic communication; because, the same principle of rapid correspondence, applies to the interest of all parties engaged in commerce, in all parts of the world. The Swedish Ambassador told me, in the year 1826, "that the proposed communication from the west of Ireland, had created a great interest in the north of Europe; and that persons who had business with America, contemplated crossing from Hamburg to Hull, and by Liverpool, to Dublin and Valencia, as a new and decided convenience of which they should all avail themselves, keeping the land as far as possible.'"

Admiral Francis Beaufort, Hydrographer to the Admiralty, examined :—

“ Was all his life in the Naval service, and in almost every part of the world. Knows Valencia Harbour, and states, it is the most western Port of Europe, and of the British Islands; it offers peculiar advantages for communication over sea, with the other parts of the world, upon the principle I have stated; and it would not only be a very advantageous Harbour, as a Packet station, but equally so in time of war, for ships resorting to it. It enjoys the advantage which I have attributed to Spithead, of having a two-fold exit.”

Admiral Beaufort dwells on the advantages of embarking military supplies from Valencia, and makes the following ingenious suggestion :—

“ Should we be again in active hostilities in the Peninsula, or in the Mediterranean, the benefits from such an arrangement would be incalculable: even the regular reliefs, which sail during peace, would feel its advantages:—recruits would naturally move across England and Ireland;—their health and discipline would be improved by escaping the large sea ports, and their embarkation might immediately follow their arrival on the Coast. This may also be put in another point of view: a large force would then be kept in Ireland, gradually moving on the point of embarkation, readily detachable in any direction, and effectually occupying that Country, without having the appearance of being a garrison.”

Colonel Drury, Postmaster General, New Brunswick, examined :—

“ I think, as far as passengers and letters go, it would knock up that trade altogether—I think so. It would knock up all those ships that trade between Liverpool and New York; because passengers of course would prefer going out in ten, or a dozen days, to taking the chance of being thirty. They would go to Cork—it is a short journey from there to Valencia, through the Lakes, and a very pleasant one.”

“ I think they would prefer going across the Channel, to

stepping at once into a New York ship at Liverpool; I should, certainly; for I recollect myself once getting ashore, on that very Coast, on that very part of Ireland. I went ashore in a boat, and the vessel was three weeks afterwards going to Liverpool; but it frequently happens, that vessels are a fortnight from Liverpool, getting out of the Irish Channel; ten days very often; and in that time a Steam boat from Valencia, would be at Halifax.

Charles R. Fairbanks, Esq., Halifax, Member of the Legislature, examined:—

“I contemplated making all the communication, from different parts of the Country to America, bear upon Valencia, as the point of final departure: it would, I think, be necessary to adopt Liverpool, for the place of commencing the voyage. This would be most essential, not only for the convenience of a certain description of passengers, and for letters, but for light parcels, and for newspapers. In returning from Halifax, I think the Packets should land the Mails at Valencia.

“For a voyage out, the option should be offered to passengers, either to embark at Valencia, (the nearest point to America), or at the place, where the passage for America is at present generally taken, that is, at Liverpool. I think the vessels, being established at Liverpool, should touch at Valencia, and that the Mails should be put on Board at Valencia, being so far to the westward, and clear of the land; the passage must be quicker from Valencia, than it possibly can be effected from Liverpool. This must afford a strong inducement to a greater number of passengers to go by land, to its utmost limits, thereby avoiding the great danger, at many seasons of the year, of the passage down the Channel. Permit me further to say, that all of us look at the idea, of Steam communication from Valencia to Halifax, not only as a measure of the utmost importance at all times, but in time of war, as most essential to the protection of the Colonies, and the preservation of their communication.”

The Commissioners, from whose Report the above evidence is taken, allude in a valuable note, to the pre-

ference of communication with America, enjoyed by Liverpool; and after an elaborate inquiry, arrive at the conclusion, and "respectfully submit, that, by the transfer of the American packets to Valencia, great practical benefits would be derived, in point of commerce, of revenue, and of political intercourse with our Colonies. This particular Harbour is pointed out, on the grounds of its being, *the most westerly, the most accessible, and the safest.*"

Evidence given before a select committee of the House of Commons in 1835.

Charles Vignolles, Esq., C.E., F.R.A.S., :—

"There cannot be any doubt that Valencia Harbour is the most superior of any on the western coast of Ireland, for accommodation, shelter, and facility of access and departure. If the wind is blowing direct west, at one or other of the entrances, a vessel will be able to fetch out, either on the north or south tack."

James Pim, jun. Esq. said :—

"That in connexion with the various railways completed, or now in progress of construction through the different parts of England, it is conceived that Valencia Harbour, which is the most westerly, and considered by some of the first nautical authorities, one of the safest and most accessible ports in Europe, is capable of being rendered *the great Packet station of the United Kingdom*, through which the intercourse between the British Isles and the New World, as well as the south of Europe, and the Mediterranean Sea, might be carried on, exempt from the delays and dangers of a channel navigation, and with a degree of certainty, safety, and expedition wholly unattainable by any other means. The communication between London and New York, for example, which now usually occupies upwards of a month, might, it is conceived, be effected, by the establishment of railways and steam-vessels, in little more than a third of that period."

The following Extracts are taken from original correspondence, and other authentic sources.

John Sicot, Master of the Barque (Elvira), of Halifax :—writes thus :—

“ In the summer of 1814, he sailed in a large Convoy from the Harbour of Cork, and after plying to the westward, for the best part of a week, the wind being from S. W. to W., we succeeded in reaching Bantry Bay; where the Fleet brought up, and remained a fortnight, the wind still S.W., W.S.W., and W.

“ Now the writer states, without hesitation, that had this Fleet sailed from the Harbour of Valencia, on the day on which they left Cork, with the prevailing winds, they would have made, at least 15 degrees of longitude, which would have given them an opportunity of standing on, on either tack, as they could have nothing to fear from any quarter. The writer therefore questions any person, having the good of the Country, or the mercantile, and shipping interests at heart, to calculate the loss to the Nation, in consequence of such detention and delay, of a Fleet, consisting of five or six hundred Sail.

“ The writer having observed, that some opposition has been raised by the Merchants of Cork, with regard to the convenience, and practicability of the Harbour of Valencia, for the establishment of a Packet Station; and their expatiating at some length, on the superior facilities afforded by Cove, as an outlet. He begs to remark, that the prevailing winds in the winter season, being, almost invariably, from S.W. to West, gives Valencia, in this particular, (which is a very prominent one), a decided advantage.

"Another fact known to practical men, is, that the dissolving of the snows on the mountains of Spain, together with the great rivers, which disembody themselves into the Bay of Biscay, causes a strong current to the N.W., known by the name of 'Reynolds Current,' which sometimes runs, at the rate of from one to two knots an hour, for about ten leagues to the northward of the Cape, where it is almost imperceptible. This, together with the very heavy sea, which a southerly and S.W. wind makes on the south coast of Ireland, often drives vessels, in thick weather (when they have not the advantage of a Meridian Observation), as far to the northward as the Blaskets, and is sufficient to bewilder the most experienced.

"In coming home from the West Indies, in the year 1817, being some days without an observation, and bound through the English Channel, judging ourselves off Cape Clear, and making large allowance for lee way, currents, &c., to our astonishment, we found ourselves to the northward of the Blaskets.

"These few remarks, hastily drawn up, are respectfully submitted to the public."

Extract from the Letter of an eminent Engineer, (Mr. Cubitt), reporting his opinion, given to the Kingstown Railway Company (March 10, 1835), in answer to their enquiry, as to the best line of extension through Ireland:—

"Happening to state incidentally in company last evening, that if I were required to propose a plan, for the amelioration of the South and S.W. of Ireland, and bring them into more immediate connection with England, it should be, by making a most perfect line of road possible (say, if you please, a railroad) from Kingstown Harbour to Valentia, making the latter, the outpost Packet Station, for America, the West Indies, the Mediterranean, Spain, Portugal, &c. getting entirely clear of the chops of the Channel, and all delays attendant thereon, either for outward or homeward bound vessels; and being the most westerly point of His Majesty's

dominions, within fifty hours* distance from London, were this place and Holyhead selected, it would be the shortest and best sea passage, for dispatches and communications from Liverpool, for all whom it might concern; that such road or railway, should be carried in such direction, as should make it most perfect as a road; and that all the towns near which, or by which, it should pass, should branch on to the Main line; and which, I think, would comprehend all the places of any note, in the counties of Kerry, Cork, Limerick, Tipperary, Kilkenny, Queen's, and Kildare; and thus bring a district, 200 miles long, and nearly 50 wide, into direct communication with both the Capitals—London and Dublin. The subject was seized on with avidity by some parties present, and I have had the question put seriously to me to-day, to know, for how small a sum, I would view the whole line and country to Valencia, inclusive, and make a Report, preliminary to an absolute survey."

Sir Pulteney Malcolm, H.M.S. "Donegal," Commander of the Fleet at Cove, writes:—

"They talk of Crookhaven, as competing with Valencia, but although it is more accessible from England, Valencia is more accessible from the open Ocean."

Letter from Admiral Sir Thomas Ussher, to the Right Honourable the Knight of Kerry.

"Portsmouth, March 29th.

"My Dear Sir,

"I return you with my best thanks, the papers relative to Packets, which you did me the favour to send for my perusal, I can only say, that in my very humble opinion, if your plan was carried into execution, there would be an incalculable saving, not only of expense to the Government, but of time to individuals. I have no hesitation in saying so from my own experience, and which I took the liberty of

* Reduced by Railway to 19 hours, see Mr. Walker's Report page 18.

stating, when you did me the honour to ask my opinion, but the thing is so self-evident, it does not require the opinion of Officers of the Navy. My own opinion, humble as it may be, is, that our Colonies, and even *Ireland*, would be in a far greater state of security, if your plan was adopted, than they are at present. Should anything further take place on this subject, I hope you will do me the favour to write me a line at Bermuda."

Letter from Commander Fox, of H.M.S. "Hecate,"
to the Right Honorable the Knight of Kerry:—

"Ventry Bay, Jan. 23rd, 1845

"Sir,

"As we are about to leave this part of the station, for the Shannon, and I believe afterwards to Cork, I take this opportunity of writing to you; and as the document relative to the Harbour of Valencia, and the Inner Harbour or Foot, was mentioned to me by Mr. Oldmixon, on his coming on board, the night of the 21st., should any value be placed on the remarks that I have made relative to them, by you, I trust you will not hesitate, in giving them to any authorized paper, or journal, for publicity. I am well aware of the position the Harbours on this Coast hold, and how they are generally regarded. As a master in the Navy, I do not hesitate in stating Valencia Harbour to be the best, and most secure, on this part of the coast. I should have been glad to have stated this personally."

N.B.—The original of Mr. Fox's Soundings was sent to Admiral Beaufort.

Extract of a Letter from the Hon. Capt. Plunkett, of H.M.S. "Stromboli," dated 22nd February, 1846:—

"As to limited extent, I conceive an injustice done to Valencia: its area is greater than many first-rate anchorages, including Portsmouth itself. 'For a Harbour for men of war, I think Valencia unexceptionable; indeed, it is the only harbour from Berehaven to Connemara. Tarbert, in the

Shannon, is a *bad* anchorage.' As opposed to Liverpool, I think the claims of Valencia very strong; and as a point of departure, Valencia seems incomparable."

Admiral Sir Robert Clwyd—

"Strongly recommends Valencia, for an American Packet Station."

Letter of Commander Lapidge, H.M.S. "Cyclop," to the Knight of Kerry. March 17, 1846:—

"I should be delighted to find, that your snug and safe Harbour, (Valencia) has been brought into notice, *as so suitable* from its position, and *so well adapted*, either for a protective station on the coast, or rendezvous for large Steam Vessels, the leading to its entrance, being so well marked, and its ingress and egress at all times so easy and safe."

Letter from C. D. Archibald, Esq., a Gentleman of large Property in Nova Scotia, to the Editor of the "*Halifax Morning Post*."

"Sir,

At a time when Transatlantic communication is engaging the attention of all the great maritime nations of the world, and when three or four great lines of transit are in actual progress of equipment, it becomes most important to determine, which are the most suitable ports of embarkation. *Ceteris paribus*, those harbours should naturally be selected, which are, geographically, the most approached to each other, and, as if for once to favour reason and common sense, it does so happen that the two salient points, separated by the smallest interval of Ocean, present, on either side, the two most secure and commodious havens, upon the shores of the Atlantic. These two harbours, are moreover, both situated within the British dominions; and nothing but a wilful disregard of the great facilities and advantages they offer, can

prevent Great Britain from retaining the *Lion's share*, of the gigantic traffic of the Ocean, between the eastern and western Hemispheres. Valencia, on the southwest coast of Ireland, is the westernmost harbour in Europe ; and, as regards facility of approach and departure, safety and convenience, is second to Halifax alone. These two are the natural *tetes du pont* of the great passage of the Atlantic, and nothing but the jealousy, and undue influence, of the great commercial cities of England, could have so long deprived them of that position, which they are destined soon to attain. The superiority of Halifax, over every other harbour upon the American Continent, is universally admitted ; but the advantages of Valencia are not so generally known. I beg therefore to direct your attention to the accompanying report, from Mr. Walker, the well known Government Engineer, as well, as to a letter from the Knight of Kerry, to the Earl of Ellenborough, late First Lord of the Admiralty ; which, at the present moment, will probably be read with interest. The distance between Halifax and Valencia, is 2,400 miles, and, with Ocean-going steamers, of a size and power which those harbours would admit, might be performed in seven days. Connect with such a scheme, a railroad communication with Quebec, and the great western region, stretching towards the Pacific ; and Halifax becomes a First Class station on the great highway of nations.

Halifax, September 7th, 1846.

Daniel O'Connell, Esq., M.P.

Strenuously advocated Valencia, as an American Packet Station, and to make it available as such, lent his powerful aid in promoting the Act for a Railway to it ; a few days before he left England for Genoa, where he died, he consented, along with Messrs. Attwood & Spooner, to bring in the Bill, as appears by the following letter.—

“ British Hotel, Jermyn Street,
March 1st, 1847.

“ Gentlemen.

“ I consent to my name being indorsed on the Killarney and Valencia Railway Bill.

“ Yours faithfully,

“ DANIEL O'CONNELL.”

Messrs. Wilkinson, Symons, & West.

And on a previous occasion, when speaking of the commercial intercourse, likely soon to arise, between the United States and the most westerly Irish Harbour, he said significantly,—“ If the English Government does not know, how near Valencia is to America, New York knows well, how near it is to Valencia.”

The Right Hon. Lord Cloncurry writes, 15th May, 1847:—

“ Would not a railroad to Berehaven or Valencia Harbour, be as beneficial to England, as to Ireland? Would it not take all the passage trade between America and Europe, from Havre, and from every other Port? It is truly of importance to both Worlds.”

And so recently as the 2nd July, 1847, the Hon. Capt. Plunkett gives the following opinion, as to the capacity of Valencia Harbour, for accommodating a number of large Steamers, suitable for Transatlantic navigation.

“ Sherborne, Northleach,

“ Sir,

“ In reply to your letter of the 26th ult., respecting the capacity of Valencia Harbour to contain large Steamers, I am able to inform you, that there is ample room, for more than a dozen of the largest class, and that by laying down moorings, a still greater number might be accommodated, in perfect safety.

“ I remain, Sir,

“ Your obedient,

“ E. PLUNKETT.

“ To John Symons, Esq.

“ 33, Old Jewry, London.”

From Commander Driver, R.N.

"H.M., Steam Vessel, "Dee."

"Woolwich, July 17th, 1847.

"Sir,

"In reply to your letter of the 16th instant, relative to the capabilities of Valencia Harbour as an American Steam Packet Station, I beg to state, that it is very superior to any other on that part of the Irish coast; and having been in command of the "Dee" four years, and into every port between Sligo and Dublin, (capable of admitting so large a vessel,) I must give Valencia the decided preference: there is plenty of water and room for double the number of Steam Packets that would be employed, even in the event of a war. It has two entrances, and I do not hesitate for a moment running for the Harbour in the night: the ground is good. I never drove, although I have rode out heavy gales of wind very many times.

"Berehaven or Bantry would not be preferred by any nautical man, to Valencia, who has any knowledge of this part of the coast; there is also plenty of excellent fresh water easily procurable."

"Yours, &c.,

"THOMAS DRIVER."

To John Symons, Esq.

&c. &c.

From Commander Wingrove, R.N.

"H.M.S. 'Blazer,'

"Cove of Cork, July 20, 1847.

"Dear Sir,

"The Blazer's absence from Cork, must be my apology, for not sending an earlier reply to your note of the 14th instant, relative to the capacity, &c., of Valencia Harbour, to accommodate large Steamers.

"I should say, that Valencia, taking it altogether, is the best Harbour I have visited, on the West coast of Ireland,—and I am acquainted with every port between Cork and Galway. It is capacious, and capable of holding more large Steamers, than are ever likely to be put into it; it is so well sheltered from all winds, that no sea can get up, of any consequence; and the depth of water, and holding ground, are

remarkably good. The approach is also good, for with the Skellig's Rocks, (on the outer of which there are two lights,) on one side of Dingle Bay, and the Blaskett Isles on the other; I do not see how any vessel could mistake her port.

"At the same time, I must observe, that the best entrance to Valencia (for there are two) is narrow, even for a Steam vessel, in a north-west gale,* when there is always a heavy sea at the mouth of the Harbour, sufficient at times, to affect the steerage of any ship, on account of a dangerous sunken rock,† about one-third across the channel. I am of opinion that it would be extremely desirable to remove this danger; and I understood the Knight of Kerry to say, that an eminent Civil Engineer had given an opinion, that it was quite practicable: in that case, I think a Steamer might take the Harbour, with safety at all times.

"I beg to remain, faithfully yours,

"HENRY EDW. WINGROVE,
Commander."

"To John Symons, Esq."

From Commander Roberts.

H.M.S. "Myrmidon,"
July 24th, 1847.

"Dear Sir,

"In reply to your letter of the 14th instant, requesting me to give my opinion as to the capacity and safety of the Harbour of Valencia, I would state, that I consider it a most safe and commodious Harbour for almost any number of large Steamers, there being plenty of room, a good depth of water, and perfect shelter from all winds; the only drawback is the entrance, which is too narrow I think for a long Vessel to run for in a gale of wind, with a heavy following Sea;—*this may be remedied*, by removing the rock at the Eastern side of the entrance, which I have been informed can easily be accomplished by blasting."

"Your faithful Servant,

"EDWARD F. ROBERTS."

To John Symons, Esq.

* "But if the Western Entrance be lighted, and marked, it may be taken when the North Entrance is difficult."—Mr. Walker's Report, p. 9.

† Mr. Walker recommends its removal.

The following Opinions have been, on different occasions, expressed by the highest Military, Naval, and Civil Authorities, and the most eminent Engineers, in reference to Valencia Harbour.

The Protector Cromwell,—

When he had subdued the south-west of Ireland, and expelled the Spaniards from Valencia,—established a Station there for Frigates and Troops, erected Forts at the entrances, and placed a garrison on the Island, considering it the most unassailable and convenient point of defence on the Western Coast.

His Royal Highness the Duke of York, Commander in Chief—

In the course of the last war, after consulting the military authorities, notified his strongest approbation of embarking the Troops for Foreign and Colonial service, from a harbour on the *Coast of the Ocean*, he particularly adopted Valencia; and obtained the consent of the Cabinet to announce himself as Patron of that harbour.

His Grace the Duke of Wellington, Master-General of the Ordnance:—

“Your views (addressing the Knight of Kerry) are quite correct—the best proof of them will be found in my Peninsular Campaigns; I seldom could get any thing I wanted for the Army for two months after it was promised me, through delays arising from embarkation, *within the channel*. The most serious inconveniences arose. I have been obliged to stop the march of the Army. If the embarkation had taken

place at Valencia* they would have been with me in four days."

In 1825, a project was submitted to the Government for the conveyance of Mails, and to facilitate intercourse by means of Steam vessels from Valencia to Halifax, which was so favorably received, that an Act of Parliament was then obtained.

The Duke of York

Became Patron of the undertaking, and expressed, through his secretary, Sir H. Taylor, "his high gratification at the advantage to be afforded to the public service, from the quickest and safest conveyance of troops, between the United Kingdom and our Colonies." His Grace the Duke of Wellington, Master General of the Ordnance, also exerted his influence with the Government, to obtain the Act of Parliament for the Company then formed, and accepted the joint patronage of the enterprise, with the Duke of York, on account of its great importance to the Military Service.

Lord Liverpool, Prime Minister,

"Assured to the Company the conveyance of the Mails," and said, that "sooner or later that Western Harbour (Valencia) *must* be the point of departure."

Commodore Sir H. Blackwood and Sir P. Malcolm,

With many other distinguished Officers, zealously espoused the project for a communication from Valencia to America; and in order fully to bear out their judgment on the subject, they called for the opinion of the man, whom they deemed the most experienced and judicious practical seaman in the

* Though Valencia was specified, it is presumed the Duke meant to convey merely his approval of the principle of its being westerly, and on the Ocean. His Grace gave evidence to the same effect before a Committee of the Lords in 1836, as did also Lords Beresford and Strafford.

Navy, and for twenty years at the head of the Transport service, viz.—

Commissioner Bowen, Captain of the Fleet in Admiral Christian's Expedition to the West Indies:—

"He described the delays as extending over five months before they clear the coast of Ireland, during the last two of which, after all was ready, they were *shut up in Cork*. Being asked what the difference would be, if they sailed from Valencia instead of from Cork, he said "we would have been there in three weeks, and GUADALOUPE WOULD HAVE BEEN SAVED." On the question, whether, generally speaking, embarkation should take place on the Ocean, instead of the Channel, he answered, "No man in his senses could doubt it."

The Swedish Minister to England—

"Some years ago, described this object as anxiously looked for in the Northern States, and said, that the transit of the Atlantic from Valencia Harbour, had excited more interest in those Countries, than in the United Kingdom; and that persons who had business with America, contemplated crossing from Hamburgh to Hull, and by Liverpool to Dublin and Valencia, keeping the land as far as possible."

Mr. Cunard, Contractor for the West India Mails,

"Said, If he was not controlled by commercial influence, and merely considered the quickness, safety, and economy of transit, he would go from Valencia."

Richard Cobden, Esq., M.P.,

In his clever pamphlet, "England, Ireland, and America,"—

Quotes from American publications, a decided opinion, as prevailing in the United States, in favor of Valencia; and he powerfully recommends the selection of such westerly harbour, and the formation of a Railroad to that point; expressing at the same time his conviction, that such a project, if completed, would secure the preference of voyagers to all parts of North America, not only from Britain, but from every quarter of Europe; and would confer incalculable advantages upon Ireland, by introducing capital, and stimulating industry and enterprise.

Charles Wye Williams, Esq.—

In an interesting Essay on the "Importance of Internal Navigation in Ireland,"—adopts the same view as Mr. Cobden.

Messrs. Cruger and Goodhue, a Deputation from
Capitalists of New York—

Examined the harbours of Ireland, with a view to an American Packet Station, and specifically recommended Valencia, as the best.

Messrs. Nimmo, Cubitt, and Vignolles.

Amongst Engineers, Mr. Nimmo for a series of years zealously urged the recommendation of Valencia, his excellent *chart of Valencia Harbour* is published by the Admiralty.—Mr. William Cubitt, and Mr. C. Vignolles, expressed their conviction in the same way. The latter Gentleman dwelt much on the *peculiar combination* of advantages possessed by Valencia, for a Packet Station, and Railway Terminus.

Mackenzie says of Valencia :—

"This Harbour is good ground, well sheltered, and capable of the largest ships. The best entry to it, is at the east end of Valencia Island, where the best anchorage also is."

Sir John Macneill, C.E. L.L.D.

Extract from his Report of 4th September, 1847 :—

"The Great Southern and Western continuation to Cork, will go near many of the principal inland towns, and through one of the richest agricultural districts in the Empire, besides forming a communication (by means of other Railways) with Kilkenny Waterford and New Ross, on the South-east, and Limerick and Killarney on the South-west, and ultimately with Valencia, for which a Bill was obtained last Session by another Company, and which when made, will certainly ensure the American traffic to the Great Southern and Western Railway, *for there can scarcely be a question that Valencia is the proper situation for a Western Packet Harbour.*"

APPENDIX.

M. Chevalier, Author of an able Work on French Statistics, writes :—

“That Valencia, from its position, must become the ultimate Port of European departure for America, and dwells upon the great results likely to arise therefrom, by facilitating and increasing the interchange of business between the two Continents.”

The Stutgard “*Quarterly Review*,”

“Expresses an opinion prevailing in Germany, that Valencia will become the chief Port of intercourse, between Europe and America.”

An able Work on North America, by Mr. McGregor.

“Points out and recommends the communication between Valencia and Halifax, as highly important to the Mother Country, and the Colonies.”

Morning Herald, Sept. 1st, 1846.

“For instance, it concerns England quite as much as it does Ireland, to have a Railroad from the Metropolis to Valencia, (taking the shortest sea passage) so as to bring America within a weeks’ voyage. That this will be effected within seven years, is quite certain ; but why not,—since the poor Irish are in danger of starvation,—let it be effected in less than two years?”

Quebec Gazette, Feb. 1st, 1847.

“Alluding to the various projects, connected with the communication between England and America, speaks with certainty, of ‘a Railway direct as possible from Holyhead to Valencia, which port will be made the starting point for the American Mails.’ ”

Birmingham Journal, May 15th, 1847.

“The Line (Killarney to Valencia) is a most admirable one, or rather will be so, when the other lines to it are completed; as then will be realized, what has long been considered the dream of utopian geographers, namely, transmitting the reciprocal tides of British and American passenger traffic, by way of the two points of both Countries, nearest each other, the Harbour of Valencia at the southern extremity of the County of Kerry, being the spot in the British Islands, in the most immediate practical proximity to the Transatlantic Sea-board.”

The Sun, Dec. 7th, 1846.

“Among the numerous propositions for the relief of Ireland, among the divers schemes which have been propounded in succession, for extricating that fertile but misgoverned Country, from her enormous National embarrassments, and for enabling her population *to work out their own prosperity and happiness*, the minority have been specious and illusory, the vast majority impracticable, and not one—no, not one—calculated to effect any permanent or catholic improvement. The removal of disabilities upon those who might enter upon leases, equally profitable to landlord and tenant, is, unquestionably, a propitious and important plan. The encouragement of agricultural enterprise, of tile draining, of extensive liming, of scientific irrigation, of employing chemical and artificial manures, and of cultivating something more nutritious, and remunerative, than mere esculents, is likely, not only to turn a naturally fruitful soil, to the greatest advantage, but to afford an extraordinary amount of employment in farm-labour. The removal of the taxation upon foreign speculation by the free-trade measures, in itself is an enormous boon, Temporarily, again, the public works, undertaken by a paternal Government, have materially benefitted the destitute. In

striving to prevent the wholesale evictions of the peasantry, to compensate the retiring tenant, for the improvements effected upon the land, during the interval of his lease, and to render absentees, and resident Landlords, severally interested in the welfare of their subordinates, the Legislature has been both benevolent and sagacious. Admirably, however, as these arrangements were suited to the more immediate exigencies of the people, there has still remained a necessity, for the adoption of some more comprehensive system, for their general and perpetual advancement. Their ambition must be excited by emulation. The love of exercise engendered in their breasts by the climate, must be developed into a continuous and organized industry. The Irish must be by some means removed from the political and mercantile isolation in which they have been plunged, not by their geographical position, but by the mere casualties of circumstance. They must be placed somehow, in the crowded and stirring track of civilization—once placed there, withdrawal, sluggishness, or destitution, will be *impossible*. The whole Nation will receive an impulse which cannot be resisted; they will be carried away in the whirl of commerce; the blood of the world—money, labour and provisions, will circulate freely and generously among them; they will be animated by the wholesome fluctuations, excited by the din, and morally elevated, by the intercourse with their fellow-men, consequent upon international traffic. Once place Ireland directly in the track of the commercial orbit, by which the other Kingdoms of the Globe have become so powerful, and her miseries are for ever dissipated, and her glory is already predoomed.

“ In the prospectus of the Wexford and Valencia Railway Company, we recognise the indication of the first step, towards the commercial orbit to which we have alluded. It will not have escaped the public recollection, that it was originally proposed by this Company, to connect Wexford and Valencia, by a direct line of communication, running across the south

of Wexford, transversely through Kilkenny and Waterford, through the centre of Cork, and thence through Kerry, to its destination. That scheme has been abandoned, and we think judiciously. A new proposition is made by the Provisional directors—a proposition, much simpler, much less expensive, and to our thinking, much more efficacious. To condense the scheme into one sentence—it is proposed that there shall be a line of Railroad, *only forty miles in length*, from Killarney to Valencia; that line being connected at the former spot, with the lines granted during the last session of Parliament.

“The advantages of the proposal which we have just explained, while they are obvious to every reflective mind, are of such extraordinary importance, that some allusion to them, is absolutely requisite. We should be incapable of appreciating the value of geographical position, and mercantile opportunities, were we to allow this remarkable scheme to pass, without an immediate and emphatic approval. It must be remembered that Valencia, would, by this arrangement, be placed in direct communication with the Capital, and that, being the nearest harbour to America, and one of the noblest Ports in the United Kingdom, it would thereby ensure to itself, an endless and gigantic traffic. As was admirably implied at the Court of Baronial Sessions, assembled in Cahirciveen, on the 9th of November last, the western portions of Ireland, would be no longer dependent upon the eastern Ports, and Channel navigation—always a tedious and precarious medium of transit—for Government stores and provisions. Vast expenses would be thereby removed, much time would be saved, infinite trouble avoided. It is not, however, in these detailed advantages, that we recognise the excellence of this projected line; It is in its influence upon the Irish population generally. Although covering a length of merely forty miles, we conceive this Valencia and Killarney Railway, to be of National importance. By it, in a great measure, Ireland would be placed immediately

in the current of intercourse, ebbing and flowing, between the New World and the Old. It would share largely in the profits of commercial speculation between the two Hemispheres. It would render Ireland a path for Europeans and Americans to traverse. Gigantic markets would be opened directly, for Irish produce, and Irish manufactures. Such an impetus would be given to industry and enterprise in the Island, as would act upon all classes of its population—upon its Agriculturists, its Manufacturers, its Landowners, its Tenantry, its Farm labourers, its Artizans, its Shop-keepers, its Ship-owners, its Merchants. Every one would be materially benefited by the stimulus, work would be afforded to those out of employment, provisions would necessarily be more plentiful, large additions of capital would be embarked in the undertakings, which it would render inevitable. For our Naval Forces the magnificent harbour of Valencia, would then present many advantages. Situated on the most prominent and central of the peninsulas of Kerry, between Dingle Bay, and the mouth of Kenmare River, it is immeasurably more accessible than Cork, and infinitely more convenient for American traffic.

“No proceeding of this nature, can of course interfere, with the importance, which has been so justly acquired by Liverpool, as the medium of intercourse between Great Britain, the West India Islands, and the American Continent. In the construction of the Valencia Railway, there is no destroying the interests of one locality, for the benefit of another—there is only the greater diffusion of the blessings, of commercial, social, and intellectual traffic, throughout the United Kingdom.

Railway Register, April, 1847.

“ENGLISH AND IRISH RAILWAYS.

“The projects for new lines of Railway in England and

in Ireland, rest on quite different grounds : in the former, they adapt themselves to existing traffic, connect the richest and most productive markets, and grow out of the exuberance of existing wealth. Ireland may be considered for such purposes, as a '*tabula rasa*,' a clear field, on which the engineer may lay out his lines, by abstract reference to the interests and wants of the country, in such a manner as to suit the natural features of the ground, and develop in the most effectual manner, its *latent* resources. Such seem to have been the views of the original Railway Commissioners ; they proposed to traverse Ireland by a system of main trunks, terminating at the points most favorable to foreign intercourse, and affording branches to suit existing internal intercourse. They felt the importance, of turning a tide of foreign transit through Ireland, which requires such aids, to sustain its railways. In the present session it will be incumbent on the Government, and the Parliament, to view all projects in this light, whether they are likely to attract foreign support ; several claim such advantages, and considerable competition has arisen between the claims of different localities. These respective claims are espoused with much enthusiasm, and it is right that they should be all dealt with, in a spirit of perfect impartiality. We own that one of them strikes us, as carrying with it, a weight of extraneous and independent authority, which it is impossible to resist—we mean the line of railway having its terminus at Valencia harbour. We cannot shut our eyes to the fact, that the Americans, who must be quite indifferent as to local interests, have, after careful inquiry, given a preference to Valencia, as a point of departure for their Continent. This has been announced in American publications, and adopted by various men of science on the continent of Europe. In fact, geographically speaking, the case of Valencia cannot be doubted. It would be preposterous in such a case, to raise the question of existing traffic ; there

may be little or no traffic, but it does not follow, that if vent be given, and a facility for foreign intercourse afforded, great sources of commercial wealth may speedily arise—new channels of trade be opened—and industry be spread through a population, hitherto placed in the back settlements of the world. Such, at least, seem to be the well-founded lucubrations of the best statistical philosopher of France, respecting the harbour in question. Nothing can be grander than the contemplation of combining at one point, the vast tides of intercourse between Europe and America. The Americans desire eagerly, to multiply and confirm their relations with Ireland; they are much more conscious than we are at this side of the Ocean, how near the western coast of Ireland is to New York, and how much the increasing facilities of ocean intercourse approximate those points. If the Government will not avail itself of what nature points out, as the rational policy in this respect, it will stultify itself in the eyes of Europe. Continental nations look on the point of western departure nearest to America, as interesting, with respect to personal safety, rapidity of transit, and security of property. This is not a period, in which, to struggle against nature, to disregard obvious sources of National security and prosperity, or to leave to casual accomplishment, by secondary means, those great objects of Imperial interest, which ought to command the patriotic attention of our own Government. The late Administration very wisely adopted Holyhead, though a barren point, as a link for connexion with Dublin. The railway system is about to extend its rapidity of action to the extreme west of Ireland; and a sort of locomotive miracle will be obtained, in the transfer of a traveller, to a distance of $10\frac{1}{2}$ degrees west of London, in 18 hours, and embarking him, free from all the delays and dangers of our Channel navigation."

TO THE
RIGHT HON. THE LORD JOHN RUSSELL,
FIRST LORD OF THE TREASURY, &c. &c. &c.

THE MEMORIAL of the Nobility, Gentry,
Clergy, and others, Landowners of the County
of Kerry.

Sheweth,

That Memorialists beg respectfully to impress on your Lordship, the expediency of adopting the Harbour of Valencia, in the County of Kerry, as a Packet station, for intercourse with the United States, and our North American Colonies, with the sanction and support of Government.

That Memorialists make this application, not merely on local grounds, concerning the relative merits of that Harbour, but also on NATIONAL grounds, comprehending the largest interests of the Government and the Empire.

That a most respectable, wealthy, and spirited Company, is proceeding in Parliament, to obtain an "Act"* to carry into effect a Railway between Killarney and Valencia, completing thereby, the connexion between the best Harbour for American intercourse, and the Metropolis of Ireland.

That SIR ROBERT PEEL announced, in answer to the Grand Jury of Kerry, that a Railroad would form an "element" in the selection of a Packet Station,—such element will be furnished by the Company in question.

That as it has pleased Providence to place Ireland between England and America, she claims the right, to be made the medium of intercourse, between England and that great Continent; with the interests of which, our own, are becoming from day to day, more and more identified. If Ireland is

* Royal Assent given June 1847.

deemed an integral part of the home Empire, the claims of her Western Harbours, can no longer be overlooked, and it is a paramount duty on the part of the Government, to ascertain, which of those Harbours is best entitled to be preferred, for such important National purposes.

That, whilst Memorialists solicit your Lordship's serious attention to this vast National object, they feel authorized, from what has already occurred, to assume, that the question of competition between Harbours is already settled, according to the common sense of mankind. In the course of last summer, an examination was instituted, under the authority of a former Admiralty, through their eminent Engineer, Mr. WALKER, for the selection of a preferable Harbour for American intercourse, who, in his official report, states, "that in an Engineering view, his opinion of the capabilities of Valencia, for an American Packet Station, was very favorable, and that, that project, as well as the prosecution of a Railway leading to it, were very deserving of Public support."

That Memorialists considering Mr. WALKER the chief maritime authority, consulted not only by the Admiralty, but by the Treasury,—that it was to his judgment, Sir ROBERT PEEL referred the long disputed contest between Porth Dinlleyn and Holyhead, and founded upon it, his ultimate decision in favor of the latter,—it is not unreasonable to say, that from that opinion, there need not be an appeal; but if such appeal be deemed requisite by your Lordship; Memorialists confidently hope, it will be to some authority, likely to decide the question, by the light of impartial science, and the ablest practical and professional skill. Mr. WALKER reports, that he finds in Valencia Harbour, 600 acres of deep water anchorage, and that by a very moderate expenditure, that quantity of deep water anchorage may be doubled; and except a Harbour, better and nearer to America, can be discovered, Memorialists venture to urge on the Government,

the paramount claims of Valencia, as the most westerly, and the finest Harbour, in the United Kingdom.

Signed:—

ON NATIONAL GROUNDS.

CLONCURRY
FITZWILLIAM
BERESFORD
INGESTRE, M.P.
JOHN ATTWOOD, M.P.
RICHARD SPOONER, M.P.
CECIL LAWLESS, M.P.
JAMES HENRY ATTWOOD

LANDOWNERS, CLERGY, AND OTHERS, Co., KERRY.

KENMARE, Lieut. of Kerry	JOHN PRIMROSE, J.P.
*DANIEL O'CONNELL, M.P.	F. R. MAUNSELL, Rector.
MAURICE O'CONNELL, M.P.	CORNELIUS MOYNEHAN, P.P.
MORGAN J. O'CONNELL, M.P.	A. MACKINTOSH, Rector.
WILLIAM BROWNE, M.P.	J. O. LEARY, P.P.
HENRY A. HERBERT, D.L.	THOMAS HERBERT, Rector.
A. L. SAUNDERS, J.P.	WM. TALBOT CROSBIE, D.L.
RICHARD HERBERT, Rector.	EDWARD M. DENNY, Clerk.
DANIEL CRONIN, Chairman of the Poor Law Guardians	JOHN O'CONNELL, Chairman Relief Committee.
JAMES HICKSON, D.L.	ARTHUR L. SANDERS, Hon. Sec.
THE KNIGHT OF KERRY, D.L.	DENIS SHINE LAWLOR, J.P.
W. D. GODFREY, Bart., D.L.	KEAN MAHONY, J.P.
ROBERT HEWSON, Curate	DENIS McCARTIE, J.P.
JAMES DONOVAN, M.D., R.N.	DANIEL CRONIN, Jun. J.P.
PATRICK TRANT, J.P.	RICHARD MURPHY, J.P.
WM. H. BLENNERHASSETT.	JOHN L. CRONIN, J.P.
T. O'SULLIVAN, P.P.	WHITWELL BUTLER, J.P.
JAMES GODFREY, J.P.	CHARLES O'CONNELL, J.P.
EDWARD RAE, J.P.	JOHN G. DAY, Clerk.
OWEN O'SULLIVAN, J.P.	ARTHUR D. WALSH, M.D.
RICHARD T. DEMOLEYNS, J.P.	THOMAS TAYLOR, J.P.
BART. W. O'CONNOR, P.P.	JOSEPH TAYLOR, J.P.
ROBERT W. SANDES, Clerk	ADRIAN TAYLOR, J.P.
WM. MEREDITH, J.P.	WILLIAM GODFREY, Rector.
RICHARD MEREDITH, J. P.	TIMOTHY MCCARTHY, M.D.
JOHN SEALEY, J.P.	CHARLES P. THOMAS, Curate.
MAURICE J. O'CONNELL, J.P.	FRANCIS T. NESBITT, C.E.
STEPHEN FITZGERALD	ALEX. BROCK, Postmaster.
	&c. &c. &c.

POSTSCRIPT.

The Act for "The Killarney and Valencia Railway" having been obtained, an appointment was sought with Lord John Russell, to present the foregoing Memorial,—when his Lordship

* When Signing this Memorial, Mr. O'Connell expressed a deep interest in its success, and said that if at all able, he would accompany the Deputation,—within a week afterwards he left for Italy.

was pleased to communicate, through his Secretary, Mr. Keppell, "that he would be happy to receive the Deputation, on the subject of Valencia Harbour, in Chesham Place, on Wednesday the 21st instant, at twelve o'clock."

The Deputation consisted of

THE EARL OF POWIS,

LORD INGESTRE, M.P.

Mr. JOHN ATTWOOD, M.P.

Mr. RICHARD SPOONER, M.P.

HON. CECIL LAWLESS, M.P.

Mr. M. I. O'CONNELL, M.P.

Mr. J. H. ATTWOOD

Mr. A. MILLER

COMMANDER DRIVER, R.N.

Mr. WILKINSON

Mr. J. SYMONS

Mr. W. B. WEST

Mr. LIGHTON

Mr. H. A. HERBERT, D.L. Co. Kerry.

The Earl of Powis having suggested, that a preparatory Meeting should take place, at his house in Berkeley Square, to inspect the plans of the Harbour, &c., the Gentlemen composing the Deputation, attended accordingly, at eleven o'clock; and after discussing the matter at some length, for the better information of his Lordship, who had undertaken to present the Memorial, and speak to the question, they proceeded to Chesham Place.

Lord John Russell received the Deputation with his accustomed courtesy, and after the usual preliminary forms of introduction, the party being seated at his Lordship's request;

Earl Powis proceeded with the business of the meeting, by first explaining, that his property in Kerry, was of that nature, that it could not be increased by any improvement, that might result from the Harbour of Valencia, or the progress of Railways, even under the most favorable circumstances,—and therefore, he assured his Lordship, he had no personal interests to serve in the matter,—his only motive proceeding from a conscientious feeling, that the object sought, was of great National importance, conferring, as it would, vast benefits, not only on Ireland, but the whole Kingdom.

Earl Powis having read and presented the Memorial,

Addressed his Lordship on the great advantages that would arise, from embarkation at Valencia, instead of a Channel Harbour; in support of which, he referred to Admiral Christian's expedition to the West Indies, and the disastrous consequences which resulted, from its being wind bound for several months, when, had they been in Valencia Harbour, they could have completed their voyage in as many weeks; and from that

time, and even so far back as Oliver Cromwell, this western Harbour, has been frequently used, and pointed to, as the most desirable port, for departure to our American Colonies, as well as, the most convenient on that Coast, for naval and military purposes. The Earl, after some other valuable observations, read several extracts from this publication, including Mr. Walker's reports, shewing the extent of the Harbour, and its favorable position in every respect, for a Transatlantic Packet Station.

Mr. Symons, produced the Ordnance Map of the Harbour, and explained the relative position of the Terminus, and the course of the Valencia Railway, through the Towns of Cahirciveen, &c., to Killarney, Mallow, and Dublin, in conjunction with the other Railways now in progress; and also a map shewing the Railways, connecting Valencia Harbour with Dublin and London, viâ Holyhead, (the route proposed by Mr. Walker to be performed in 19 hours), by which he stated, a saving of three days at least would be effected, the dangers of the channel avoided, and the American mails thus far accelerated, by being landed at Valencia.

Commander Driver, H.M.S. "Dee," Said he had served in the Navy forty-seven years, and never lost a vessel, or ran ashore;—was stationed on the western coast of Ireland for the last four years, in command of the Steam ship "Dee," of 800 tons,—and was well acquainted with every harbour from Shgo to Cork, none of which could be compared to Valencia, which he had frequently entered in the middle of the night, with perfect ease and safety, and in a few minutes was in smooth water, affording shelter from every wind. Bantry or Berehaven was nothing to Valencia, as regarded position or safety; and he thought it not unimportant to add, that the best fresh water he ever met with, was on the Island of Valencia, where the vessels from other Harbours on the Coast, used to come, for their supply of water, which was readily obtained at all times, in the greatest abundance.

Lord John Russell.—Is the Harbour as easy of access, for Sailing vessels, as Steamers?

Captain Driver.—With some winds, of course it was not so accessible for a sailing vessel; but a Steam-tug being used, would at all times obviate the difficulty of entering, and a mile or two would bring out a vessel into open Sea, for any tack;—besides

the Southern entrance* can be made available at all times, when the other is not so.

Lord John Russell.—What extent is the Island?

Mr. Attwood.—Six miles long by two wide.

Mr. O'Connell.—The island of Valencia, my Lord, is formed chiefly of two mountains, several hundred feet high, the greater portion of which is fertile; and I may here observe, that, I know the feelings of the Great Southern and Western Railway Company, to be now very favorable to the establishment of Valencia Harbour, as a Packet Station; and (though I have no direct authority to say so), they are well disposed to assist the Valencia Railway Company, with money if required, and in every other way they can.

Mr. Herbert, As Chairman of the Killarney Junction Railway, begged to say, that, that Company would promote the objects of the deputation, by every means in their power, and also give their best support to the Valencia Company.

Lord Ingestre, after shortly referring to a conversation he had with Admiral Beaufort, and his opinion on the subject of Valencia Harbour, read Mr. Walker's second report, of 13th May, 1847.

The question being asked, how Steamers in the Harbour were to be supplied with fuel?

Mr. Attwood, drew his Lordship's attention, to the extensive coal fields of Duhallow,† near this Line of Railway, extending over parts of Kerry, and Limerick, to the river Shannon, which the Railway Commissioners said, were equal, if not superior to any in the Kingdom.

Mr. West then presented this Book (in rich and appropriate binding) to Lord John Russell, and in doing so, said,—

I have the honor of presenting your Lordship, with this small volume of 'Evidence and Opinions', on the capabilities of Valencia Harbour; compiled by the Solicitors of the "Killarney and Va-

* "The two entrances, with one of which, every wind is a fair wind, to enter or to go, is an advantage, almost peculiar to Valencia."—See Mr. Walker's Report, page 6.

† "This Coal District, is perhaps, the most extensive in the British Empire, it occupies considerable portions of the Counties of Clare, Limerick, Kerry and Cork."—Railway Commissioners Report, page 45, Abridged Edition.

lencia Railway,"—who have taken the liberty of dedicating it to your Lordship, as Prime Minister, and the Friend of Ireland.—It has, my Lord, been already said, by a distinguished Nobleman now present,* "that it contains much valuable information, very desirable to be known."—It is, my Lord, merely a compilation of the opinions of eminent men, holding high positions in the Naval, Military, and Civil departments, (for the last fifty years,) collected by us, and condensed into a small compass, without note or comment.—And though it may not prove conclusive or convincing, to your Lordship's view, it will, at least, we hope, have the effect of promoting enquiry, on the great Imperial question, of a Harbour, suitable for a Transatlantic Packet Station, on the most westerly point of the United Kingdom.

Mr. West concluded, by reading the following extract, of a letter received that morning, from Mr. Washington Hunt, of Lockport, New York, a Member of Congress:—

"I am sensible, Sir, of the great advantages, which would result to both Countries, from a direct commercial intercourse between the United States, and the fine harbours of the west of Ireland. The considerations to which you advert, are conclusive. The saving of distance, and the avoidance of the dangers of the English channel, would naturally produce a direct trade between the two Countries, of considerable magnitude;—and I trust the day is not distant, when more intimate commercial relations will arise, between the United States and Ireland.—A direct trade between them, will do much to advance their mutual prosperity, and to perpetuate those sentiments of kindness and regard, which, I am persuaded, animate the people of both Countries."

Lord John Russell having stated that his public duties in the House, then sitting, required his immediate departure, intimated to the Deputation, that the object sought by them, should receive his best consideration.—and then retired.

Mr. Attwood, in concluding the business of the meeting, proposed, and Lord Ingestre seconded, a vote of thanks to Earl Powis, for the able manner in which he had conducted the interview with Lord John Russell, and his kind and efficient services on the occasion.

* Earl Powis